

Intimation.

ESSETS FLUID

VERSUS
PLAGUE.

What pure Carbolic Acid can do in three hours ESSETS FLUID does in nine minutes.

The microbe or bacillus of bubonic plague grows readily in artificial media and is destroyed by Essets Fluid.

Essets Fluid is superior in every way to pure Carbolic Acid.

Sole Agents:
WATKINS, LIMITED.

QUEEN'S ROAD.
Hongkong, 6th July, 1901. [740c]

To-day's Advertisements.
THE STANDARD LIFE ASSURANCE CO. TO POLICYHOLDERS.

WE have the pleasure to inform the 'With Profit' Policyholders of the Company that we have just received advices that at the Annual Meeting held last month a reversionary bonus at the rate of 25 per cent per annum was declared on all With Profit policies in force on 15th November last.

THIS IS AN INCREASE OF 25% UPON THE LAST DECLARATION.

A result which will no doubt be extremely gratifying to all concerned. The Bonus Certificates are expected to arrive shortly and will be immediately forwarded to their respective policyholders.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 9th July, 1901. [730c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"THALES"
Captain Robson, will be despatched for the above Ports, on THURSDAY, the 11th instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.
Hongkong, 9th July, 1901. [735c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"HAIMUN"
Captain Davis, will be despatched for the above Ports, on FRIDAY, the 12th instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.
Hongkong, 9th July, 1901. [735c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.
THE Company's Steamship

"MAIZURU MARU"
Captain K. Suzuki, will be despatched for the above Ports, on SATURDAY, the 13th instant, at Noon.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 9th July, 1901. [226c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"SUISANG"
Captain E. J. Tadd, will be despatched as above on TUESDAY, the 16th instant, at 3 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 9th July, 1901. [730c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

Intimations.
EYE-SIGHT.
Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES
at 16, Queen's Road Central,
(R. HOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight. Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [1453b]

A. S. WATSON & Co., LIMITED.

SHERRIES.

B.—SUPERIOR PALE DRY,
dinner wine, Green Seal
Capsule - - - - - \$10.80

C.—MANZANILLA, PALE
NATURAL SHERRY, White
Capsule - - - - - 12.00

CC.—SUPERIOR OLD DRY,
PALE NATURAL SHERRY, Red
Seal Capsule - - - - - 12.00

D.—VERY SUPERIOR OLD
PALE DRY, choice old wine,
White Seal Capsule - - - - - 14.40

E.—EXTRA SUPERIOR OLD
PALE DRY, very finest quality,
Black Seal Capsule (Old
Bottled) - - - - - 20.40

B, C, and CC are excellent dinner
Wines and suitable for invalids and
delicate stomachs. D and E are
after-dinner Wines of a very Superior
Vintage. ALL ARE TRUE XERES
WINES.

Small quantities are supplied at
proportionate whole sale rates.

We only guarantee our Wines and
Spirits to be genuine when bought
direct from us in the Colony or from
our authorized Agents at the Coast
Ports.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

The Hongkong Telegraph
HONGKONG, TUESDAY, JULY 9, 1901.

NOTES AND COMMENTS.

The Chinese and Sanitation.

There has been a deal of talk of late about Chinese opposition to sanitation, and it has been rumoured that a Chinese petition is in preparation as a counterblast to the one now in preparation asking for a Royal Commission to enquire into the question of sanitation in the Colony. This being the case, we have caused enquiries to be made, and as a result can assure our readers that no such counter petition is in course of preparation. To say that the Chinese either look forward to a Royal Commission on sanitation, or are indifferent on the subject would be untrue. They take the most lively interest in the question, as well they may considering how many wealthy Chinamen have adopted Hongkong as their home, but to tell the truth Chinese support for the petition has been lost owing to the fact that they fear that the Commissioners may overlook the fact that drastic changes may peculiarly affect the poorer classes, and the petition makes no mention of any sort of compensation being paid them in the event of their being adversely affected.

What the Chinese say, and not without reason, is, that they are getting rather tired of the law being changed so often, and they fear that the result of the Royal Commission will only be more changes in our sanitary laws and more expense to the poorer Chinese. They bitterly complain, for instance, of the manner in which the law relating to cocklofts and cubicles has been changed from time to time. One year, they say, a cockloft is allowed measuring eight and a half feet; the next year the measurement is made nine feet and all the eight and a half foot cocklofts become illegal. This does not, on the face of it, appear to be a matter of very great moment, but we are assured that to the Chinaman on ten dollars a month such a slight modification of the law means what is, to him, a big expenditure.

They complain too of our methods of doing everything in a hurry. Take for instance

cleaning work. They say they would be perfectly ready to cleanse their premises at stated intervals and would do so if the Government appointed some specified time for the whitewashing and cleansing of each street. Then too, they point out that in the cleansing and disinfecting of No. 5 Health District no consideration was shown them at all. No provision whatever was made for their comfort and the result was that men, women, and children, the sick, the halt and the blind were turned out into the street without shelter of any sort for four hours, while the disinfection was being carried out. Had some temporary shelter been found for the women and children they would not have objected.

They emphasize the fact that they have no objection to sanitation if carried out on broad lines. Every Chinaman would like to live in a house with plenty of light and air, if his purse permitted him to do so, but he has to rent what he can afford and hence the overcrowding and squalor. It is difficult to regard the laws of decency and sanitation in a room eight feet square, if one's whole family has to occupy it. The Chinese have no objection to a large scheme of sanitary reform if it is carried out once for all and they are compensated for any loss occasioned by it; but they do object to trivial alterations in existing laws which necessitate a certain amount of expense without any apparent benefit and no compensation.

REUTER'S TELEGRAMS.
AUSTRALIAN DEFENCE.

LONDON, July 6th.
The Australian Defence Bill provides for a small force of Regulars, large forces of Militia and Mounted Infantry Volunteers, and the classification of all adult males.

BRITISH SOUTH AFRICA.
THE RECENT TRAIN WRECKING.

In addition to the killed, ten men of the Gordons were wounded in the train wrecked by the Boers near Naboomspruit. No details whatever of the disaster are yet to hand.

THIBETAN MISSION TO RUSSIA.
July 7th.

The Thibetan Mission to Russia was received with ceremony by the Tsar at Peterhof. The Mission handed valuable presents to His Majesty.

UNIVERSITY CRICKET.
The University Cricket Match has been drawn.

THE POPE AND THE FRENCH RELIGIOUS ASSOCIATIONS' LAW.

A letter from the Pope, couched in plaintive terms, condemns the French Religious Associations' Law, as injuring and impairing the power of the Church.

OBITUARY.
Prince Hohenlohe, Ex-Chancellor of the German Empire.

RUSSIA AND THIBET.
The St. Petersburg *Viedomosti* describes as idle talk, the rumours of a Russian protectorate over Thibet, which, it says, must remain no man's land.

WEATHER REPORT.
The Observatory report says:—

On the 9th at 11.45 a.m. the barometer has risen on the China coast, and in the South. The depression has probably reached E. Japan. Pressure is highest over the Pacific in the neighbourhood of the Loochoos. Gradients slight for S.E. winds on the China coast. Forecast:—Moderate S.E. winds; showery.

LOCAL AND GENERAL.

CAPTAIN Bancroft of the R. W. F. is leaving for a term through sickness.

The Bannard Troupe are at the Peak tonight and merit every success for their enterprise under existing circumstances.

MR. W. Farmer of Messrs. Madar and Farmer leaves for Canton this evening on business connected with the Victoria Hotel, Shameen.

THE fly-sheet in this issue is another tribute to the enterprising Mr. C. Coy, representing The Lard Mercantile Company of San Francisco.

WITHIN the last fortnight there have been three cases of robbery from the person, one gentleman had his trinkets snatched in Queens Road near the Clock Tower, a lady walking across the same street at 11.30 a.m. had her chain stolen and now to-day's case of watch robbery. We can commiserate the poor individual whose vanity prompts her to place in full view the trinkets she is lucky enough to possess, but heartily condemn the male for the same fault, while articles of value are openly flaunted in the teeth of poverty and want, so long will these crimes continue. Many an inspector while taking a charge must think to himself, "Serves you right."

MR. LAPOUCHERE, writing in *Truth* states:—An account of the execution of a Dutch private soldier in West Java for striking an officer has been forwarded to me from Singapore by a correspondent who thinks that *Truth* may like to comment upon what he stigmatises as "this military murder." It is of little use to criticise here the administration of justice in the Dutch Colonial Army, but the case is instructive as an example of the ferocious sentences that are passed abroad "in the interests of discipline."

British courts-martial are sometimes accused of an excess of severity. It is, at any rate, a consolation to know that discipline is very well maintained in the British Army and Navy without such extreme measures as this.

Mr. C. E. Warren, the well-known contractor, reports plenty of business but like most others his profession is affected by the exodus of Chinese during the plague season.

No cooler or prettier place to pass an hour or two on a hot evening can be found than the verandah of Mr. Osborne's Kowloon Hotel. Overlooking the gardens, well, there is nothing on Hongkong side like it.

THE *N. C. Daily News* says:—Mr. Charles Fondey, of Shanghai, whose "March of the Allies," dedicated to Admiral Seymour, was favourably received on publication, has composed a gavotte, which was heard for the first time at the Astor House musical dinner on Thursday night. The music is pretty, and will doubtless be heard in many other places than Shanghai.

IT is with great satisfaction we report, in another column the arrest, trial, and punishment of the two scalliwags who stole Mrs. Sparling's watch. The Chinese detective Chan Shup No. 154 did a smart bit of work that no doubt will be recognised in the proper quarter, and the whole case, in the hands of Inspector Warnock, showed care and thought. No loophole was left with the result as given.

MR. ASARINA, the well-known and able editor of the *Nichinichi Shimbun* was to start on the 26th ult. for his tour in the Russian Empire. From a gentleman of his standing and reputation, we must hope for something more than a merely pleasant and agreeable trip, says the *Kokumin Shimbun*. We expect that this trip may serve to widen his already wide range of information, and that through his medium the two neighbouring nations—Japan and Russia—may come to a better understanding of each other than ever. With these hopes in view we are glad to see him start.

FURTHER information from Shanghai papers of the 6th inst. of the accident which occurred to Messrs. Arnold, Karberg & Co.'s steamer, the *Suian*, is to the effect that coming down the river from Hankow, which place she left on the last day of June, and when near Peng-chou, in the night time, a very strong current caught her port side. Before she could manage to clear she was carried on to the cable of a Chinese man-of-war. The cable carried away a large part of the guard deck on the starboard side, but fortunately the hull did not sustain any damage. On Thursday afternoon she went into the Old Dock for repairs. The steamship is commanded by Captain Fuhlers.

ACCORDING to the American papers, says *Fairplay*, all insurance matters in connection with the wreck of the *Rio de Janeiro* have been settled. The underwriters have paid \$300,000 to the owners of the cargo, but the loss on the vessel is known only to the officers of the Pacific Mail Steamship Company. There was \$35,000 in treasure, on which insurance has been paid, and there was \$30,000 more, shipped by the collector of Customs at Hawaii, on which there was no insurance, besides a considerable sum belonging to the Mail Company. It can now be set down pretty accurately that the total loss was \$1,500,000. Raw silk, it is stated, was the article in the *Rio's* cargo that cost the underwriters most money.

SERIOUS work on the sunken dredger *Canton River* started again at an early hour this morning, the steam connections held good and pumping was carried on equably from the port and starboard holds and the engine room aft. When raised to near the surface it was seen that the attempt was doomed to failure. There were two or three ugly lurches threatening destruction to even the solid structure that had been built round her. Recognising the tremendous leverage of the top hamper it was considered unsafe to proceed further, and reluctantly she was allowed to fill and return to her resting place. This is particularly hard on M. T. S. Morton, who has faithfully carried out the plans. It is now suggested to remove most of the top hamper.

RATHER a curious case is reported on the 3rd inst. at the Shanghai Mixed Court:—

Two shopkeepers and a man of no known employment were charged with being concerned together in uttering spurious cash. The evidence showed the shopkeepers had 7,000 bad cash on their premises done up in strings. They said in defence that they were only passing on to others what had been passed on to them in the ordinary course of business.

Inspector Bourke contended that this constituted fraud.

The Magistrate said this did not seem to affect foreigners. Manufacturing bad cash was a different matter. This passing interior cash was no worse than foreigners using coins underweight.

Mr. Mayers said they took bad cash and mixed them in a quantity of good.

Inspector Bourke said it was the same as getting a brass dollar for 30 cents and then trying to pass it for a good one. He maintained that this mixing of coins was a fraud, and was the worst fraud because it injured poor people.

Ultimately the shopkeepers were fined \$100 each, while the man who tried to pass the cash was sentenced to 200 blows.

THE danger attending the navigation of the Whangpoo was demonstrated this morning, says the *Mercury* of the 5th inst., when the steamer *Heilong*, in attempting to round the bend of the river opposite the Soochow Creek, was caught by the strong ebb tide and falling to answer her helm, took the ground at the Garden Point. In the efforts to get her off she rolled in a somewhat alarming manner, but her anchors being dropped before she grounded she was worked off, but fell down stream again. In a second attempt to negotiate this bad part of the river the current, which was running at the rate of fully seven knots, again caught her bows, and she was swung round broadside on to the stream, and it was only the prompt dropping of her bow anchor that prevented the steamer again taking the ground. A third attempt, however, was more successful, and by the aid of her anchors she was successfully worked past the dangerous points, and steamed up to her berth in the Upper Harbour. The steamer *Shichuan* also took the ground this morning at the Point.

THE *Universal Gazette* of the 4th inst. says that it is reported that a certain Foreign representative at Peking has demanded the Chinese Peace Envoys to order his government the Shan Shan islands near Ningpo, but Li Hung-chang courteously rejected the claim while he has wired the news to Hsianfu.

MAJOR-General Richardson, General Creagh's successor in the command of the Shanghai British Garrison, arrived here to-day. In the transport *Formosa* from Taku, says a Shanghai paper of the 3rd inst.; he was accompanied by Captains Stewart and Rose of his staff. The *Formosa* (the well known Douglas liner) brought down four splendid chargers and a few mules, all of which looked in beautiful condition as they landed.

A PYTHON of about nine feet in length was killed in the Windmill road recently, says a Bangkok paper. The Kling who shot it left it lying in the middle of the road. Shortly afterwards a Chinese funeral came by and the bearers of the coffin on seeing the defunct reptile immediately turned and conveyed their burden to the Chinese cemetery by going around by Klong Poh Yome. As a sample of superstition this would be hard to beat.

THE following note must be taken with a grain of salt:—The French Courts, according to an exchange, were puzzled some time ago by the case of a man who lost a bank-note under remarkable circumstances. Dining in a restaurant, at Narbonne, he let a bank-note fall into his soup. He laid the note on the table to dry, and a gust of wind carried it away. A passing dog swallowed it. The owner of the note sued the owner of the dog for a hundred francs, the value of the note. The Court arrived at a decision which surprised most people, ordering the owner of the dog to refund the hundred francs.

A CORRESPONDENT (a Scot) sends us the following clipping:—Talking of the heat out there, (Calcutta), my friend declared it was something to conjure with. One day, he said one very old Scotchman, who had been out some 26 years, died. Before his death he desired that his remains should be cremated. His desire was attended to. Everything was arranged, and the body was shot into the furnace. After the sorrowing relatives had waited the regulation time, the door was opened to collect the ashes, when an angry voice thundered out—"Shut that door! there's a draught!"

THE *China Gazette* learns that acting upon instructions issued by the Secretary of State for Foreign Affairs, Vice-Consul Fox will open a formal enquiry at the British Court, Shanghai, upon the return of the German s.s. *Kwangching*, into the death of Captain Clemens which has already been the subject of two enquiries at the German Consulate, with the finding of which the relatives and friends of the deceased are dissatisfied. Any person who has any evidence or opinion to express upon that mysterious occurrence will be enabled to make his, on her statements upon oath before the Vice-Consul, and we believe all such statements will be "privileged" as if given in a regular court of law, while any tampering with truth may be punished as perjury.

THE *Deutsche Asiatische Warte* of the 12th ult. has the following criticism on the new postage-stamps which were sent from home to the German postal authorities at Kiaochow for issue:—These postage stamps are very pretty, but are of no use for our colony. The denomination is printed in German instead of in dollar currency. What do we here care for marks? You cannot buy stamps for German money, not even at the post-office. Therefore what is the use of putting the denomination of a currency on a stamp which is here valueless? A ten-planning stamp costs four cents, but four cents are not ten planning. The worst is that the Chinese make a lucrative trade in selling stamps. They sell a ten-planning stamp for five cents. Now this could be easily stopped if the proper price in the prevailing currency of the colony were printed thereon. As it is, there is no remedy, and the wily Chinese gathers his 20 per cent. profit. English postage stamps in China have their denomination printed thereon in dollar currency, and the stamps of other nations are also always printed in the denomination of the currency prevalent in the country where such stamps are sold.

"As soon as the *Lizard* arrives from the north, the *Pigmy* will leave Singapore," says "Cais" in the *Straits Times*. "When she arrived here the 'Number One' pet of the officers and men was a highly sociable pigeon that was practically as tame as a dog and was frequently fat from overfeeding. The bird deserted at Bangkok, and its place in the hearts of the *Pigmies* was taken by a white goat that thought it could eat anything. Bread, cigars, butts, rope ends, paint, painted brushes, match boxes and the like, all seemed pleasing to the voracious appetite of that goat. The natural results ensued. He grew liverish, later he began to swell and get puffy. Then one night a frightened quartermaster hastened aft to the wardroom with the news that the unfortunate animal was dying, and before Dr. Nimmo could tender any professional assistance, the spirit of the white goat had gone over. An autopsy was subsequently held, and as a result thereof it was announced that the deceased would have blown up had he lived an hour longer." But the Singapore people are still unacquainted with the scope of that goat's capabilities, says a Bangkok paper. It couldn't exactly eat glass, but, all the same, a "turn" it performed here one day after tiffin might be put on with advantage at the Aquarium. In succession it chewed up and swallowed three Turkish cigarettes, a long and strong "Burman" and a shredded Manila, immediately afterwards gobbling up all the available match-boxes and cigar ash, and as one voracious chronicler has it, making a very business-like attempt at swallowing the trays. Bangkok was rather proud of that goat. Perhaps the Singapore climate disagreed with the ground this morning at the Point.

THE curious fact is pointed out by the *Boston Transcript* that, the date 1901 turned upside down makes 1061, in which year Edward the Confessor, the first king of that name, reigned over England. The E. Z. will likely hit on something good if it keeps on long enough. We suggest the following for its notice:—Dog spelt backwards is—, and, curious fact, lived spelt backwards is—.

SOME curious instances of the over-officing of the medical arrangements of the China Force, a matter which we referred to in some detail a few months ago, are now coming to notice, writes the *Civil and Military Gazette*. During the winter there were no less than seven sections of Native Field Hospital quartered at Hongkong, and "there was little more than routine garrison work for any one to do."

While it was considered necessary for some reason to place a native regiment (3rd Madras Infantry) in charge of an officer of the Royal Army Medical Corps, the superfluous members of the Indian Medical Service were assigned routine garrison duty with British troops. It seems to have been the universal opinion in China that the China Expeditionary Force was much "overdoctored," and at a time, too, when India was in urgent need of commissioned medical officers.—*Bombay Gazette*.

THE *Pall Mall Gazette* is again pitching into the *Daily News*, and apparently not without reason. That once well-written and courteous paper appears to indulge now in petty personalities as a regular thing. The *P. M. G.* says:—We cannot congratulate the *Daily News* on the wit or the manners of a note in its leading columns this morning, entitled, "Lord Milner at Birmingham." It appears that Lord Milner missed his train, and that his luggage arrived, without him. Upon this our pro-Boer contemporary waxes facetious. Of the travelling bags it remarks, with that quiet taste for which it is so conspicuous, that "there has not yet been time to impose the coronet over a proud and solitary M." Is not this very vulgar persiflage? It is certainly not the kind of comment which we usually associate with the name of a reputable London daily. Lord Milner's luggage may be of interest to *Daily News* men, but in common decency they should keep their curiosity to themselves, and not flaunt it in the columns of the paper. It is the sort of comment which would not be out of place in the servants' hall, but is unusual among people who do not happen to live there.

THE *P. M. Gazette* gives the following account of the military riot at Shorncliffe on the 1st ult.:—On Saturday night a serious affray occurred at Shorncliffe Camp, in which the Dublin Fusiliers, the Mounted Infantry, the Royal Fusiliers, West Kents, and the Royal Dragoons were involved. Through some alleged grievance, the Dublin Fusiliers commenced a disturbance and began to wreck one of the rooms. The guard was called out, and while they were in the act of arresting some of the men, shots were fired. Blank cartridges appear to have been used at first. The barracks were aroused, the Royal Fusiliers and other guards reinforced, and on their advancing on the Rilsborough Camp they were met by bayonet and a ball cartridge volley. Two of the guard were seriously injured by bayonet thrusts, and were at once taken to the hospital, where one lies in a bad state. The tumult continued for over two hours, in the course of which a whole company of men with fixed bayonets were paraded. Ten of the Dublins were in the end arrested, and yesterday the general inspected the damage done to their quarters. As a precaution against a repetition of this disgraceful affair, the guards have been strengthened.

PROMENADE CONCERT OF THE HONGKONG VOLUNTEER CORPS.

A most enjoyable evening was spent at the Headquarters of the Volunteers on the occasion of their Concert in aid of their Band Fund. Sergt. Major Power, Lt. Mossop, and Captain Pritchard had worked hard to put arrangements, assisted to a great extent by Mr. G. Leabird.

The band of the 3rd Madras L.I. were in attendance and gave great pleasure with their three selections.

Sergt. French, R.G.A. was in good form in his two songs, and refrained from lapsing into falsetto. Sergt. French has too good a voice to need to descend to false methods to gain applause.

Seldom has Corp. W. J. Terfill been heard to better advantage than last night; tuneful and resonant he was as clearly heard at the back of the ground as close to the stage. The Townly was deservedly encored for his cornet solo although slightly marred by a dog fight that occurred amongst the front seats.

Sergt. Major G. P. Lauder gave a very fine rendering of a "Border Ballad" and was particularly happy in "What-ere-ye-are." Mr. Lammer has that rare gift of selecting songs that exactly suit his voice and method, a through musician with good style and manner he would always give pleasure to an audience.

Arm. Sergt. F. R. Viggers lightened the programme with his four songs and did exceedingly well in spite of difficulties. The piano was placed in such a way that the accompanist was sitting with his back to the vocalist and remembering the utter disregard of time and tune that the comic singer affects, it was impossible to pick him up exactly at the moment when the best effect would have been produced.

Gunner J. A. Woodgates "Uncle Tom Cobley" is evidently a favourite, and was listened to with great interest in that there was the fear that one name might be omitted added to the measure of hearing it mentioned. Lieut. J. Mossop has off times recited with good effect, but "The Lay of St. Aloys" although well delivered was chiefly remarkable for its length.

Sergts. French and Simmers repeated their latest success in the duet "Excelsior" although their attention was to a great extent taken up in dodging falling Chinese lanterns. The selection by the 3rd Madras L.I. brought a most pleasant evening to a close.

There was a large and fashionable audience numbering about 300 present, headed by his Excellency, the Governor and suite, who took a lively interest in the proceedings. In fact during Mr. Viggers' song, seeing that the occupants of the front rows were amused, the audience suddenly remonstrated; they were allowed to laugh and many did quite so loud. But it was difficult to raise any enthusiasm amongst the too deadly respectable audience.

in the dim religious light provided. Truly the Britisher takes his pleasure sadly. It is to be hoped the Volunteer Corps will see their way to give some more of these concerts. They have an ideal spot and they might take pity on a community utterly without rational amusement. A special word of praise is due to Mr. G. P. Lammer for his accompanying on the box of discords he had at his disposal.

THE GREAT BANVARD'S STAR VAUDEVILLE COMPANY.

The second performance of this talented Company took place last evening at the R.E. Theatre, Wellington Bldg. There was a very good house in spite of the counter attraction at the concert of the H.K.V.C. A complete change of programme was provided and the whole performance was carried through with an admirable swing.

Miss Ouna Carlotta's magnificent voice was heard with great effect in "Sons of our Empire," "Coming thro' the Rye," "The Amorous Goldfish," "Little Syd was a decided success in his comic antics and strikes one as a comedian with great possibilities.

Miss Rulu Eugene was also extremely good in her song "Boys of the Empire" followed by a very pretty dance. This lively young lady contributed very largely to the success of the entertainment.

Several tries, comic songs and dances were also rendered very effectively and were enthusiastically received, evincing being the order of the evening.

Too much praise cannot be given to the pianist, Mr. Vert who accompanied during the whole of the evening in splendid style.

Miss Banvard was the recipient of a beautiful floral offering after a very fascinating song and dance.

Madam Bell, Miss Florence Adelaide and Wally Banvard were also heard to great advantage.

The Company perform at the Peak to-night and to-morrow night and we sincerely hope that we shall see a good deal more of them before they leave the Colony to fulfil their engagements.

MACAO AS A PLACE OF REST.

A resident of San Francisco told me that having once had the interesting duty of receiving and showing round an old China Missionary, he was much edified when the calm old man stopping at the corner of a street where the traffic is thick, lifted his hat and thus prayed: "Lord, give the Anglo-Saxon race a little rest." Much prayer is made for the Anglo-Saxon race which is not specially requested by that people; to yearn that they may fly away and be at rest is surely a waste of interesting emotion; but to suggest as a holiday resort a place where there is "nothing to do" is indeed to show that one has failed to understand the Anglo-Saxons.

The old missionary had probably passed through Hongkong, and no doubt Hongkong was much in his mind. It is in my mind also as I write, for I cannot not think that notwithstanding much lively evidence to the contrary, these are some individuals here and there in the commercial colony who would receive gratefully from the religious colony its one true benediction—the blessing of rest.

Crossing from Hongkong to Macao is like crossing from London with its "colossal energy and hurry as if in anguish" to some sleepy continental town where one can hear the angelus and the tapping of the wave. It is a bit of Southern Europe set round with a Chinese desert thrown up into hills. That its quiet may be undisturbed a brown river laps it round and holds off the hoarse mob of blue waves which, however, when aided by a typhoon, soon overwhelms the body guard, tears down the granite sea-wall and thumps at the big green doors of the quiet city for instant admission.

The houses coloured here and there with that peculiar Portuguese blue, and the vegetation tinged with the exaggerated green of Southern China, stamp in these two colours the general impression of Macao as distinct from the rest of the world.

The inviolable mind wearied of "road" and "street" and "lane" is refreshed by the same thing under the name of "rua," "calçada" or "travessa." Tired of the strong Hongkong house in its stone cage of verandahs, it is soothed by the tiled Macao residence with its romantic ideas in balconies and gardens. Sick of the monotony which underlies "the fashions" it follows with interest the Shadow of Macao, wrapped into its black head-dress, with nothing of the being beneath to be seen except a flat foot and a thin, yellow hand clasping a prayer-book.

Instead of the roar of rickshaws and rich-sus characteristic of Hongkong, the weary Anglo-Saxon hears the jingling of church bells characteristic of Macao. And being merely a newly arrived he may be excused for not knowing which saint is having his day, and for thinking that most of the bell-ringing is done by the hand of superstition; and for reflecting further that superstition is to religion what chicory is to coffee—a flagrant adulteration, but evidently effective in making coffee sell amongst a large number of people who do not want the pure article.

Nobody irritates the visitor's weary nerves by working. I do not know when Macao flung away ambition, but it was once the Open Door to China, and now it leads nowhere.

Everybody is at rest—except the sun, and one cool wish that he did not keep such long office hours. The post-office is closed except for two short intervals daily. Money cannot be drawn. It is a long Bank Holiday. Think you will hardly find a more pleasant "Bund" in the Far East than the Praya Grande. On that wide, well swept esplanade, shaded by wind-bent trees, there is actually room for you.

The shade, which has been creeping out ever since the ringing of the Angelus, has at last crossed the sea-wall and quenched the glitter of the waves. The Governor rattles by in his carriage and pair of ponies, the Attorney General appears in his dog-cart with his wife and children. The Colonial Secretary flashes along in his three-cooled ricksha with white-and-scarlet uniforms. The lady-visitors appear at the door of King Kee's Hotel dressed and being, apparently, Englishwomen they look proud of having performed their duty. A horse comes along taking his constitutional, led by his attendant among the throng of rickshas and bicycles which have thrown him out of work. St. Joseph's College is going out to bathe with flowing gowns and vigorous step. Here and there chair-coolies in bright uniform hang about waiting for their mistresses and looking on this broad stage of holiday life like sobered clowns who have thrown off their caps and masks and exchanged their merry antics for serious toil. But why doth every foot and every wheel hasten in one direction only—the dressed Englishwomen, the idle horse, the rickless ricksha, the independent bicycle? Why are all swept like dead leaves down the Praya, round the corner, out of sight? Because—

—said fact—there is only one direction. They make for the Beach. One may indeed reach it by taking the hilly road "round by the light-house"; but this stream of human beings (the horse) is not tempted to flow up hill even for a change. That hilly way is left to the thinking few.

It is a pity that so much of the one level road to the Beach is dusty, close, and smitten, with afternoon glare. It is a dull road on the whole, though it passes by one pretty bit of satire: That is a most poetically-built villa, erected in a stifling spot, exposed to low-drawn glare and dangerous from malaria.

It is intended to be the Governor's summer residence, but the Governor sees through the joke and, bestowing the romantic retreat upon another high official, he spends his summers in his pale blue palace on the Praya, where:

"The blue tide's low surrusus
Comes up at the ivory gate."

The main artery of holiday traffic before it reaches the Beach branches off into two roads, and one may take a different road on different afternoons if one wishes to cheat oneself, but both come out upon the Beach. There are also some side roads and a smaller beach. There is tennis, moreover. And if one wants five minutes' genuine excitement let him engage a stout young coolie, with low forehead and ambitious eye, and request him to dash down the Travessa de Narais with its awkward elbow, and chagrel cur in the midst of the roadway. Ask him to "plunge down regardless of expense, and kindly not to draw breath until he bumps you out upon the Praya."

But, seriously, it is that swift and most exciting, traveller, the eye, which so soon persuades us that the place is boring us to death. On the first afternoon it is amused. It hovers with interest around a fort, a stone crown set upon an elect hill, and then looking out for the sea it roves across those broad brown acres where yellow-sailed fishing junks are scattered wide to feed upon the waters or suddenly clustered together with eagle wings as fowls to scattered corn. The next afternoon it looks again and is but half-entertained and to-morrow it wants fresh fields and pastures new.

But this is not the spirit in which to enjoy Macao. One must value its want of variety, and revel in its poverty of resource. There are thoughts within us unopened and books belonging to us unread. There are day dreams all unfinished. Let us enjoy ourselves.

Swiftly, night drops. The street lamps burn within the trees like fires in forests. The light-house takes up its vigil and winks solemnly like a drowsy sentinel awake all night, but ever and anon all but overpowered by sleep. Overhead the Heavenly City is already lit throughout its infinite streets, and its grand gallery of white sculpture is open to all who look up.

It may be a bland night, and, if so, one may have an hour or two of new music in the windy gardens by the sea. For fresh music is sent out every month from "Leicester."

All is quiet save a churchyard by eleven o'clock, we all expect sleep in Macao as cockneys expect milk at a farm house. *Cela va sans dire.* If you happen to be lodged on the Praya with your bed drawn close to an open window, you will cease to lament the absence of a verandah. The breeze comes in so straight from the sea, while "Shore Song" puts you to sleep. Towards morning on a moderately cool night, you may, half-awake, dream that you are lost in a snow drift, fully awake, find that it is nothing worse than your mosquito net and pillows and sheets blown cold by a wind from the piled-up cobwebs of the morning seas—a draught of air refreshing as water off the ice-chest. That is, let me repeat, lest I may mislead anyone, if you are lodged on the Praya front, I cannot answer for any other position. You sleep and dream and wake again to find the sun stealing in, and to hear the gentle tinkling of a picturesque cart drawn by a deep wooden box on big slow wheels drawn by a placid ox well content with his frequent stoppings.

Then comes morning tea, and the venetians are all shut in the face of the sun, while the house drinks in the breeze through clenched teeth. The mornings are hot except on those blissful days when the "sea is sown with rain." But in houses with so many doors and windows there will always be a current of air somewhere, and one will soon find out where this trade wind is blowing. Settled in, and finding oneself absolutely free from interruption, one may creep back into old reading habits, and find a good book to be a Temple of Peace.

Time is elastic, and events stretch it. An uneventful morning soon waxes into afternoon. The first event of the day is announced at about four o'clock, by the long, far-resounding whistle of the Canton steamer as it makes for its wharf at the back. It is soon followed by the Hongkong steamer, if that vessel is not "held up" by the mud.

These are to Macao what the mail coach was to an old English village. They bring news, friends, fresh provisions. And then all the world looks for its hat. It is time to go to the beach.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

"V.R.C. AND SPORT."

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,—Relative to my letter to you of the 5th inst. on the above subject and to which "Old Oar" alluded to in your evening contemporary of yesterday's date, I should like to follow the subject up and ask "Old Oar" to what cause does he attribute the falling off of sport in Hongkong, in the many institutions he has mentioned. The cause I put forward in my last letter as the death blow to sport in Hongkong is admitted by all to whom I spoke on the subject as the true cause. It requires men of years to head any form of advancement towards success and those men who have been in late years successful in the promoting of sport, had as I said before, to take a back seat to be replaced by boys, who in their place are essential to the good of the Club, but they cannot command the confidence of the public at the head of an institution which they have financially to support. Renovate the V.R.C., which has been the fountain head of all sport in the Colony, sell out its present stock in trade, reorganize its members, and start it as a Club should be, with Rules and Regulations which would not allow the present lukewarm attitude which demands contempt from the youngest scion. There is an instance at present of two youths being balloted for as members, and by their looks 12 years is the maximum age I would put the older down at. This does not tend to the good of the youth of the Colony, having a Club at his disposal, and laying him open to pollution which he has not the sense on account of his youth to avoid. Let him by all means be invited to compete in whatever sport is attached to the Club but let him be guided by the knowledge, that he has no right to be there as a member and a man, but as a boy. Let there at least be one British institution in this British Colony which will organize the sport for which the mother country is famous and let that institution be governed by Britishers, spreading their invitation to other nationalities as the welfare of the institution may from time to time demand. Regarding other sport such as gymnastics, on which "Old Oar" has touched as falling off, I have only to say, that it is a bit too (in-fa-da, at its best, and that only the cream (in-fa-da, at its best, and that only the cream) is legible to attend.

Yours truly,

12 YEARS A MEMBER.

Hongkong, July 9th, 1901.

AT THE MAGISTRACY.

GAMBLING.

Inspector A. Collett is a bugbear to the Chinese who like to indulge in a quiet flutter. Four men were charged by him this morning for playing Tin Kau and first Defendant was fined \$10 and the other three \$2 each.

OPIMUM.

The usual crop of opium cases was on hand this morning, averaging in fines from \$5 up to \$300.

IMPUDENT ROBBERY.

Five Chinese were charged with stealing a watch and chain, the property of Captain Passmore of the S.S. *Haiting*.

Capt. Passmore being sworn said—On the 25th of June he went to his room, undressed and took off his watch and chain. On returning in about 10 or 15 minutes the watch and chain were gone. None of the defendants were employed on the ship but he had seen them on board. He could swear positively to this. He identified the watch produced and valued it at \$500.

Chan Yuk Sin, a boiler cleaner said. He was on board the s.s. *Haiting* on the 25th and saw the 4th defendant enter a certain room. He followed him on shore and saw him with the watch, he, the defendant, handed to the second witness. He was going ashore to see his mother, the defendant happened to be going the same way. He gave his evidence because he was afraid he might be charged with the theft. He said he lived with the 1st defendant, the others did not live there. P.S. 67, W. Morrison, being sworn, said he arrested the defendants in Cochrane St. from information received. Mr. Kemp, after carefully reviewing the evidence, sentenced the 1st and 2nd defendants as accessory after the fact to 4 months' hard labour each, and the 4th for larceny to 6 months' hard labour, the 5th was discharged.

DARING ROBBERY.

Ip Cheung and Ho Kan, two disreputable looking specimens, were charged with stealing a gold watch from the person of Mrs. K. Sparling. Mrs. Ella Thompson was first called and said: She was going with Mrs. Sparling to see a lady living near Happy Valley; they were in rickshas, she being in front. She heard the complainant call out that her watch had been stolen. The watch was on the outside of Mrs. Sparling's dress. She identified the watch.

Ho Yi, a widow, said—The first defendant was her son and the second her nephew. She saw the first put a small parcel in a basket.

Ip A Kan, a seaman, said—The first defendant was his brother, on last Wednesday, the second defendant showed him the watch produced.

It was wrapped in a piece of cloth. Both defendants live in the same house with his mother.

Leung Sun, a labourer, said—He was walking along Praya East with the two defendants and saw the rickshas coming along. The first said "That lady has a gold watch, snatch it." The second wanted to know which way they should escape. The first said "run up the side lane." The witness then left them. He saw the two defendants run after the rickshas.

P.C. 154 said a report of the case was made to the police and he was told off to look after the matter. He arrested the two defendants and afterwards searched their premises and found the basket and in it the watch wrapped in a piece of cloth. John Quinn I.S. 47 gave corroborative evidence. The two defendants both made lame excuses and Mr. Hazell sentenced them each to three months' hard labour and two whippings of 20 strokes.

BEER, BEAUTIFUL BEER.

Ho Hin and Ng Hing were awarded 2 months and 7 days respectively for stealing \$9.18 and 29 quarts of beer, the property of the Regimental Institute at Stonecutters Island.

THE PLAGUE.

Number of cases reported (Chinese) 1,461 up till noon of the 8th July, 1901
Other Asiatics 51
Europeans 26

Number of cases reported (Chinese) 4 during the past 24 hours
Other Asiatics 0
Europeans 0

Total number of cases reported to date 1,542

Number of deaths reported (Chinese) 1,424 up till noon of the 8th July, 1901
Other Asiatics 9
Europeans 9

Number of deaths reported (Chinese) 4 during the past 24 hours
Other Asiatics 0
Europeans 0

Total number of deaths recorded to date 1,471

Since noon on Saturday last the cases and deaths are:—

Cases Chinese 10
Other Asiatics 0
European 0

Deaths Chinese 10
Other Asiatics 0
European 0

Total 10

The plague returns for last week were:—

Cases 47
Deaths 46

SAILOR'S PICNIC AT SHANGHAI.

A most enjoyable picnic took place on Monday, says the *N. C. Daily News* of the 4th inst., under the auspices of the Shanghai House, the Shanghai Seamen's Mission, to the beautiful grounds of Mr. E. Jenner Hogg at Jessfield. The party left the Shaftesbury House shortly before 11 a.m. and consisted of men from H.M.S. *Arcton* and *Talbot*, U.S.S. *Albatross* and *Maidenhead* with ladies and workers of the Seamen's Mission, who drove and cycled to Unkara. Between 70 and 80 partook of lunch on arrival, and games and sports were the order of the day. Capt. Starin, of H.M.S. *Arcton* was present, and took a leading part in all the games, the tug-of-war being the principal feature. At the conclusion of these tea was served, and later prizes were distributed to the successful competitors by Miss Bell. The heartiest thanks are due to Mr. and Mrs. Hogg for throwing their grounds open to the men and for the arrangements made by them for the convenience of the company. A round of cheers were given for Mr. and Mrs. Hogg, Miss Bell and Capt. Starin, before the blue jackets left, for they had thoroughly enjoyed themselves.

THE CRISIS IN THE NORTH.

SHANGHAI, July 4th.

Needful Expenses.

According to the *Universal Gazette* it has been computed that, at least, Tls. 5,000,000 will be required for effecting repairs, etc., in the Palaces at Peking, caused by the vandalism of soldiers of certain Powers, ably supplemented, however, by Boxers and desperadoes since the flight of the Court from Peking. In addition to the above amounts there will, it is alleged, be wanted Tls. 3,000,000 more for the reconstruction and repairing of the "Great Highway" in Honan and Chihli provinces, over which the Court is expected to travel on its way to Peking.

A Change of Name.

It is reported in local mandarin circles that the high Minister at Peking do not like the word "Foreign" for the Ministry which is to take the place of the Tsungli Yamen in the future, and intend to call the new Ministry of Foreign Affairs the Ministry of "Communications," that is to say, instead of Wai-pu they wish to change the name to "Wen-pu." The following are recommended for the post of Vice-Presidents of the new Board or Ministry:—Hsi Shou-ping, former Chinese Minister to Korea; and Lien Fang (Manchu), a Taotai in rank. As it is apprehended that Hsi Shou-ping is not a persona grata to the Foreign Ministers at Peking, another Manchu and also a Taotai in rank named Ju Liang, will probably be appointed instead.—*N. C. Daily News*.

THE RECENT COLLISION AT WOOSUNG.

The *Mercury* of the 3rd instant gives the following particulars of the accident, which was wired us by our correspondent recently:—

A serious collision occurred at Woosung yesterday afternoon between the chartered German transport *Crefeld* and the new Bluefun liner *Peking*. The vessels were both bound up to Shanghai but had not crossed the bar when they collided. No particulars as to the accident or the manner in which it was brought about have been allowed to transpire, but as the steamers have since come up to their moorings in the River they can be seen by everybody, and some idea as to the serious nature of the occurrence and the extent of the damage done may be gathered from their appearance. The *Peking* has her stem twisted over to starboard and all the plates to which it is fastened are badly buckled down below the water-line. None of them, however, appear to be broken. A good many of the *Crefeld's* starboard plates are also bent and started, and it is thought that ten of them at least will have to be taken out and replaced.

THE DROWNING FATALITY AT SHANGHAI.

The following account is given by the *Mercury* of this sad occurrence:—

Between two and three o'clock p.m. on the 2nd inst. a Chinese policeman reported at the Hongkong police station that he had found the body of a foreign boy in the river, and about four o'clock a Sikh policeman reported the discovery of a second body. On investigation the clothes of the boys were found on the Ewo Road Wharf. The bodies were subsequently identified as those of Willie Scott and Joseph Drucker, the latter being a Russian. It is conjectured that the boys had gone in bathing and been carried off their feet by the treacherous currents of the Whangpoo. The fathers of both boys are at present absent from Shanghai, Scott's having only left yesterday morning in the steamer *W. C. de Vries* of which he is chief engineer. It is unfortunate that there is no place in the neighbourhood of Shanghai where boys can bathe in safety, and the sad accident would seem to be emblematic both of the bathing pond and some provision for the saving in the river, for it seems absurd to think that in the crowded waters of the Whangpoo no sampan was near when the poor little fellows lost their lives. An inquest was opened this afternoon to enquire into the circumstances connected with the death of the boy Scott.

THE ARREST OF A BRITISH OFFICER IN MANCHURIA.

The *Shanghai Mercury* of the 4th inst. says:—

We have been favoured with further particulars of the extraordinary arrest by Russians of a British officer travelling in Manchuria on the allegation that he was a spy, as briefly announced last night in our telegraphic news. It appears that Lieutenant-Colonel Powell, one of General Barrow's staff, was desirous of proceeding to Europe via Manchuria, and got a pass from Admiral Alexieff to proceed to St. Petersburg. When at Moukden he stopped at the house of Dr. Ross, a missionary, and did not call on General Flescher, the head of the Russian Administration there, as he wished to have as little delay as possible, his idea being to get on quickly to Harbin. General Flescher evidently thought he had been purposely slighted by the officer, and apparently in revenge for the supposed slight he sent a telegram further north telling the Russian officers to keep an eye on Colonel Powell and not let him see too much. The Cossack officers who received this telegram, however, interpreted it, perhaps too literally, into an order to arrest the officer. While proceeding in a cart between Moukden and Harbin he was followed by a party of armed Cossacks and when passing the village of Puliho, about twenty miles north of Moukden, where there was a large Russian garrison, they seized him and pulled him into the barracks. Colonel Powell immediately telegraphed to the British Consul General at Shanghai, and is no doubt by this time released.

GERMAN EXPANSION IN SHANGHAI.

The report started several months ago respecting the acquisition of the entire China Merchants fleet and property by the Germans was contradicted at the time, but we (*China Gazette*) nevertheless have reason to believe that the report was premature, as the transaction was not then completed, for various reasons. Nor is it yet, but we have reason to believe that the Chinese Peace Envoys have promised the Germans that they will facilitate the completion of the transaction by every means in their power, and that this was part of the great gain to German commerce which the Kaiser recently hinted at in his speech at the Hamburg Regatta when referring to the mysterious coup for German commerce which Herr Ballin, President of the Hamburg-American Line, had secured during his visit to China, and it is also stated in very well informed circles that the same enterprise will add to the docking accommodation at Shanghai.

RUSSIA'S CHANGE OF PLAN.

LONDON, 2nd July.

The Odessa correspondent of the *Standard* reports that two Russian newspapers, the *Daily Vestnik* and *Sibirski Vestnik* have simultaneously announced that Vladivostok is to be made the chief terminus of the Trans-Siberian Railway and the chief Russian war harbour on the Pacific, Port Arthur ranking second. The works on the harbour and the fort at Dalny (Talienwan) are to be immediately suspended, and the port restored to China. The Port Arthur-Manchurian Railway is to be restored to China in ten years' time. The *Sibirski* adds that this news is authentic in every particular.

The Berlin correspondent of the *Daily News* reports that a separate agreement has been made between Russia and China, the former Power waiving her demand for an indemnity as far as regards her military claims, and securing political and commercial privileges in exchange in Manchuria.—*N. C. Daily News* Special Wire.

NOTANDA.

CALENDAR.

JULY.
Meteorological means based on fifteen years' observations in 1885.
Barometer.....29.738
Thermometer.....81.6
Humidity.....33.0
Rainfall.....14.210

TO-DAY.

WEATHER REPORT.
On date at 4 p.m.
To 8 a.m. 29.51
To 4 p.m. 29.75
Barometer.....85
Thermometer.....83
Humidity.....66
Rainfall.....0.01

TO-MORROW.

Tuesday, 9th July, 1901.

Chinese—24th of 5th moon of 27th year of Kuang-si.

Sun—Rises.....5hr. 23min.
Sets.....6hr. 40min.
Moon—Last Quarter.....10hr. 57min. a.m.
High water—Morning.....3hr. 27min.
Afternoon.....3hr. 20min.
Low water—Morning.....5hr. 27min.
Afternoon.....5hr. 30min.

ANNIVERSARIES.

1656—First Dutch Embassy arrived at Tientsin.
1707—Edmund Burke died.
1872—Incendiary fire on the ship *Benfactor* in Hongkong harbour.
1888—Eruption of Mayon volcano, Philippines; much damage.
1896—Escape of Chinese convicts from Monte Fort, Macao.
1897—Mr. D. K. Siman, of Hongkong drowned at Ma'su, Swatow.
1898—Edict ordering the introduction of foreign drills into the Chinese army.
1899—Volta Exhibition destroyed by fire at Como.
1900—Terrible Massacres at Moukden.

TO-MORROW.

Wednesday, 10th July, 1901.

Chinese—25th of 5th moon of 27th year of Kuang-si.

Sun—Rises.....5hr. 23min.
Sets.....6hr. 40min.
Moon—Last Quarter.....10hr. 57min. a.m.
High water—Morning.....3hr. 27min.
Afternoon.....3hr. 20min.
Low water—Morning.....5hr. 27min.
Afternoon.....5hr. 30min.

ANNIVERSARIES.

1509—John Calvin born.
1522—The Portuguese fleet left Malacca for China.
1840—The Yangtze blockaded by the British fleet.
1849—Armistice between Prussia and Denmark.
1892—Tornado near Saigon; 10 Chinese killed.
1898—Edict ordering temples to be converted into Chinese schools.
1899—Gun Powder Explosion at Itabashi Factory Japan.

AGENDA.

TO-MORROW.

O. S. K. Co.'s steamer *Maidauru Maru* will leave for Anping, via Swatow and Amoy.
C. N. Co.'s steamer *Kueiyang* will be despatched for Tientsin.
(About)—J. M. Co.'s steamer *Indrani* will be despatched for New York, via Suez Canal.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

July 1st.

Captain Merlees, formerly of the *Haitou*, has been appointed captain of the *Hanoi*.
Captain Merlees, jun, formerly captain of the *Haitou*, is appointed to the *Haitou* in the same capacity.

Captain Anderson has been appointed to the command of the *Haitou*.
Mr. Rodger, formerly 2nd officer s.s. *Diamond* has gone home, and will return as chief officer of one of Messrs. Shawan Tomes new steamers.

Mr. Fraser, 3rd officer, has been promoted 2nd officer of the *Diamond*.
Mr. F. Turner has been appointed 3rd officer of the same ship.

Mr. Swanton is appointed 3rd officer of the *Esmeralda*.
Mr. Arthur Nolley is appointed chief officer of the s.s. *Diamond*.

July 3rd.
Mr. C. Westerlund, chief officer of the *Haitou* is transferred to the same post on the *Hanoi*.
Mr. Rüs, chief engineer of the *Stam*, has been relieved by Mr. Rasmussen.

July 8th.
Mr. J. H. Hutchison, 2nd officer of the *Glenogle*, is promoted chief officer of the *Glenogle*.

July 9th.
Mr. W. G. Elder, late 3rd engineer, *Taiyang*, has been transferred to the *Vikings*.
Mr. J. Smart, acting 3rd engineer, *Vikings*, has signed off.

Mr. Thomas Evans, 2nd officer, *Esang*, is transferred to the *Latsang*.
Mr. G. C. Purton, late 2nd officer, *Wingsang*, has been transferred to the *Esang*.

Mr. J. Dougal, from leave, has gone 2nd engineer, *Taiyang*.
Mr. H. Culbertson, 2nd engineer, *Taiyang*, is awaiting orders.

Mr. P. H. Cowan, chief officer, *Chungking* is transferred to the *Shengking*.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
IZUMI MARU M. J. Curdow	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	THURSDAY, 11th July, at 4 P.M.
WAKASA MARU J. B. McMillan	MARSEILLES, LONDON & ANT- WERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 12th July, at Daylight
HIROSHIMA MARU T. Murai	MOJI, KOBE and YOKOHAMA	TUESDAY, 16th July, at Noon
BINGO MARU F. Davies	KOBE and YOKOHAMA	FRIDAY, 19th July, at Daylight
KAGOSHIMA MARU K. Kori	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 19th July, at Noon
KASUGA MARU H. Fraser	NAKASAKI, KOBE and YOKO- HAMA	FRIDAY, 19th July, at Noon
YAWATA MARU A. E. Moses	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 26th July, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 9th July, 1901.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Naga- saki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 30th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hono- lulu)	Saturday, 24th Aug., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hono- lulu)	Tuesday, 17th Sept., at Noon.

THE Twin Screw Steamship.

"HONGKONG MARU,"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA and HONO-
LULU, on TUESDAY, the 30th instant, at
Noon, taking Freight and Passengers for Japan,
the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 4th July 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with
THE OREGON RAILROAD AND
NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVALL," "INDRAPURA,"
"KNIGHT COMANION," &c.

HONGKONG and PORTLAND (OR.)
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

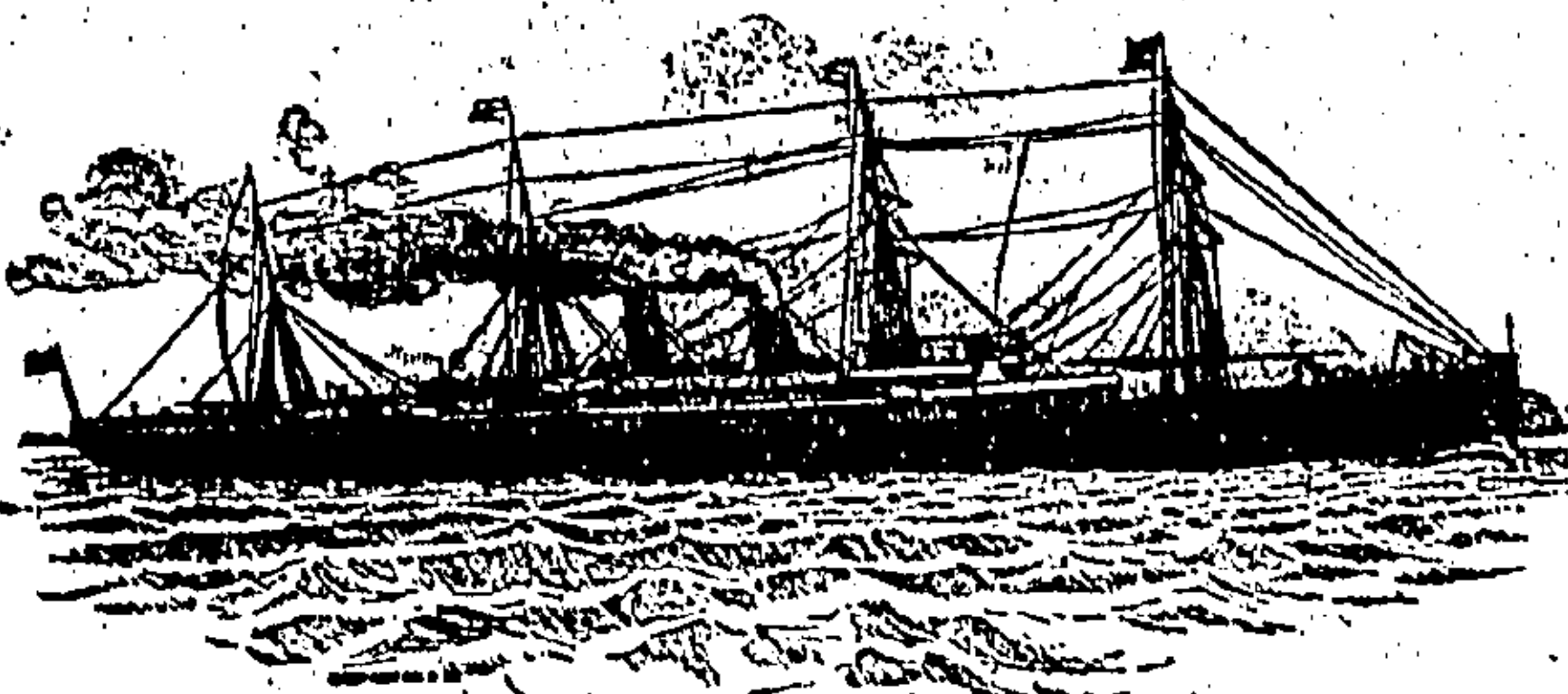
THE Steamship
"INDRAPURA,"
will be despatched for PORTLAND (OR.)
on FRIDAY, the 12th instant.

Through Bills of Lading issued to Pacific
Coast Ports and all Eastern, Canadian and
United States Ports.

For through Rates of Freight and further
information communicate with or apply to
ALLAN CAMERON,
General Agent,
60 G.
SHEWAN, TOMES & CO.
Hongkong, 22d July, 1901.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GABRIEL"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DORIO"	THURSDAY, 15th August, at Noon.
"PERU"	SATURDAY, 31st August, at Noon.
"COPTIC"	TUESDAY, 10th September, at Noon.

THE P.M. Company's Steamship "CITY OF PEKING" will be despatched for SAN
FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA
and HONOLULU, on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the
United States, and Europe. Passengers are allowed to break their journey at any point en
route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland
Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting
Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members
of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials
located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are
conferred and will apply only to Missionaries, Members of the Naval and Military Services,
and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets,
making the return journey between ports in the Orient and Honolulu or beyond, within twelve
months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway,
to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by
the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to
address in full; value of same is required.

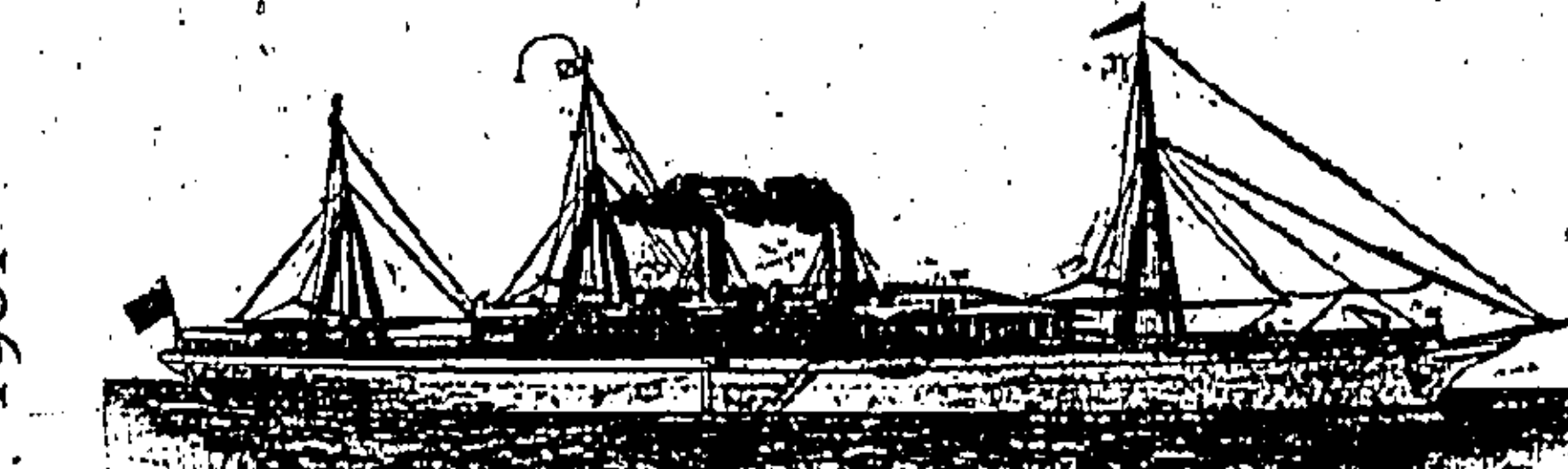
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold
or over) destined to points beyond San Francisco, in the United States, should be sent to the
Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value
is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Com-
panies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 27th June, 1901.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 17th July.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 7th August.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 28th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 26th June, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAMBIA Schmidt	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO)	12th July. } Freight.
WUERZBURG Schneider	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG)	26th July. } Freight.
ACILIA v. Döhren	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO)	9th August. } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings

Hongkong, 13th June, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR	STEAMERS.	TO SAIL.
NINGPO and SHANGHAI	"WOOSUNG"	10th July.
MANILA	"KASHING"	10th July.
TIENTSIN	"KWEIYANG"	10th July.
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE...	"TAIWAN"	On or about 14th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by
these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is
carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th July, 1901.

OCEAN STEAMSHIP COMPANY.
OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"PATROCLUS"	10th July.
"	"STENTOR"	23rd July.
"	"IDOMENEUS"	7th August.
HOMEWARDS.		
FOR	STEAMERS.	TO SAIL.
LONDON	"PROMETHEUS"	13th July.
"	"ALCIBIADES"	23rd July.
"	"DEDALION"	6th August.
"	"PELEUS"	20th August.
"	"STENTOR"	3rd September.
LIVERPOOL (DIRECT)	"GLAUCUS"	18th July.
(Taking Cargo at LONDON RATES)	"PATROCLUS"	15th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 9th July, 1901.

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

FOR NEW YORK, via SUEZ CANAL.

THE Company's Steamship

"INDRANI,"

Captain J. Rafferty will be despatched as above

on or about the 10th July.

For Freight, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 14th June, 1901.

[529]

"GLEN" LINE OF STEAMERS.

FOR LOND IN & ANTWERP.

THE Company's Steamship

"GLENESK,"

Captain J. Rafferty will be despatched for the

above Ports, on THURSDAY, the 11th July.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,
Agents.

Hongkong, 18th June, 1901.

[644c]

UNITED STATES AND CHINA-JAPAN

STEAMSHIP LINE.

FOR NEW YORK via SUEZ CANAL.

THE Company's Steamship

"INDRANI,"

Captain Hill, due here on the 11th instant, will be

despatched as above on SATURDAY, the

13th instant, at Noon.

For Freight, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 8th July, 1901.

[722c]

THE OSAKA SHOSHEN KAISHA,

LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIGI MARU,"

Captain K. Sobajima, will be despatched for the

above Ports, on SUNDAY, the 14th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 8th July, 1901.

[226c]

THE OSAKA SHOSHEN KAISHA,

LIMITED.

FOR FOOCHOW VIA SWATOW AND

AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the

above Ports, on WEDNESDAY, the 17th instant,

at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 3rd July, 1901.

[321c]

AUSTRIAN LLOYD'S STEAM NAVIGA-
TION COMPANY.

STEAM FOR

SINGAPORE, PENANG, COLOMBO,

BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID,
SAID, FIUME and TRIESTE.(Taking Cargo at through Rates to the BRAZILS,
to SOUTH AFRICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEVANT, VENICE and
ADRIATIC PORTS).

THE Company's Steamship

"MARIA VALERIE,"

Captain Berberovich, will be despatched as above

on WEDNESDAY, the 17th instant, P.M.

Silk and Valuables are shipped on

arrival at Bombay via an accelerated liner.

For information as to Freight, apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 1st July, 1901.

[688c]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEEN-
SLAND PORTS, and taking through Cargo
to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched as above

on WEDNESDAY, the 24th July, at 4 P.M.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.This Steamer is installed throughout with the
Electric Light.A Stewardess and a duly-qualified Surgeon
are carried.N.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA, are available for
return by the Steamers of the CHINA NAVI-
GATION COMPANY and vice versa.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 29th June, 1901.

[688c]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR

SHANGHAI, NAGASAKI, HIOGO AND

YOKOHAMA.

THE Imperial German Mail Steamship

"STUTTGART,"

of the NORDDEUTSCHER LLOYD.

Captain P. Grosch, due here with the out-
ward German Mail about WEDNESDAY, the

14th instant, will leave for the above Places about

24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
Agents.

Hongkong, 5th July, 1901.

[22]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G.S. Weigall, will be despatched as above

on FRIDAY, the 12th instant, at 4 P.M.

This Steamer has Superior Accommodation
for First class Passengers, is fitted throughout

with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 8th July, 1901.

[716c]

NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies).

STEAM FOR

BOMBAY VIA SINGAPORE AND

RHODESIANS AND THE
HEALTHEN CHINESE.

ABRIDGED FROM "TRUTH."

Rhodesia is again agitated over the proposal to import Chinese coolies, and the frankness of the disputants in the Colonial papers lets in many interesting sidelights upon the native labour question. The Chinese scheme was first brought forward last year at the instance of the Chartered Company, but aroused such a storm of opposition that it was very soon shelved. Vain attempts have since been made to procure African labour. The Rand has always drawn a large supply from the Portuguese territories, but, sad to relate, the thousands of natives thrown out of employment by the war have an infinitely worse opinion of the Chartered Company than of the Boer Government, and they refuse to be lured to Rhodesia. Mr. Rhodes's vision of an abundant supply of labour from Central Asia proved illusory, and his recent project for bringing Abyssinians and Somalis to Rhodesia was a ghastly failure. A few hundreds were decoyed there, but they were not long in discovering that Mr. Rhodes's recruiting agents had deceived them as to the nature of the work and the rate of pay, and instead of behaving like the dumb driven cattle they were complacently expected to be, they violently resented the imposition, and repudiated their contracts. One party of two or three hundred mutilated Salisbury, and another lot declined to land from the steamer at Beira, the result being a conflict, in which thirty were wounded and a dozen drowned. It is in these circumstances that the Chinese scheme has been revived in the interest of the big mining companies. But the great majority of the white population in Rhodesia strongly object to it. In the language of Truthful James, they fear that they will be "ruined by Chinese cheap labour." They dread the cleverness and industry of the Mongolian, and believe that he will in the long run displace white workers and become a formidable competitor with white traders. In justification of these views they point to the successes of Australia and America. Knowing something of the ways of Rhodesian companies, from the Chartered Company downwards, the merchant storekeepers suspect that what money the coolies spend will be pocketed by their employers. What guarantee is there, they ask, that the mining companies will purchase in Rhodesia the food, clothing, &c., which will be supplied from their stores in the compounds to the Chinese immigrants?

In a very instructive interview in the *Freeway Chronicle* Major Maurice Heany, who represents a large mining company, has endeavoured to overcome these objections. Incidentally he makes a confession which is interesting, in view of the alluring colours in which Rhodesia is depicted for the beguilement of English emigrants. "We are here living," he says, "in the tropics, and the sooner we admit that fact and adapt our modes of life and work to it the better. It is not a land in which the white man may idly drowse and make protracted sleep day after day and month after month." The indiscreet candour of this utterance is not relished in Rhodesia, and the Major has been publicly rebuked for calling "stinking fish."

PHILIPPINES PRODUCTS.

A Washington despatch of the 27th May says:—

An extra session of Congress is possible as a result of the decision of the Supreme Court to day in the insular cases, though it is not considered probable by Senators and Representatives who are now here.

The effect of the decisions is to open up the ports of the United States to the free importation of all products of the Philippines until such time as Congress shall enact a law prescribing the duties to be assessed. Up to this time full Dingley duties have been collected on all imports from the Philippines. Now that that barrier has been thrown down it is expected that there will be an immediate increase in importations from the islands. Philippine sugars, tobacco, hemp and all other goods produced in the islands will be hurried across the Pacific as fast as possible, with a view to getting them inside the tariff barrier before Congress can put the bars up again.

The effect of this will be not only to bring goods of the Philippines into direct competition with similar goods produced in the United States, which is contrary to the policy of protection, but it will result in an appreciable reduction in the revenues of the Government as well.

SHIP CANAL PROPOSITION.

The French Colonial press, says *Fairplay*, is reviving the plan conceived some twenty years ago for making a ship canal through the Isthmus of Kra, on the Malay Peninsula, which, as a glance at the map will show, would materially shorten the sea route between Europe and China. If such a canal were made, the river Pakson flowing into the Bay of Bengal, and the river Tchampon flowing into the Gulf of Siam, would be brought into use, and a cutting of only about thirty-three miles would be required to connect them. Jules Ferry, when he was in office, saw the importance of this scheme, and he sent to Siam and Malacca a Commission consisting of three gentlemen well versed in colonial affairs, M. de la Cour, M. de la Bourdonnais, to study the project on the spot. The Commission arrived at the conclusion that the canal could be completed in seven years by employing six thousand coolies. Deloncle estimated the cost at eighty million francs. Dr. de la Bourdonnais, however, drew up a plan of his own for making the desired waterway at the much smaller cost of twenty million francs. But perfidious Albion is charged with standing in the way of this (by the French) much-wished-for improvement. At any rate, Major Loftus, an Englishman, who accompanied the French Commission, published a report in which he described the scheme as impracticable, and two other Englishmen—Captains Forlong and Fraser—pronounced in favour of a railway across the peninsula, similar to that between Alexandria and Suez, and threw more cold water on the canal scheme. The plan has now dropped up again, however, and a former Indo-Chinese French official—M. C. Lemire writes as follows respecting it in a colonial paper:—"It is not probable that the English will at present allow the canal to be made. The cutting through the peninsula would prove of such great utility to Cochinchina that they not only refrain from doing the work themselves but would prevent anyone else from doing it. It is estimated that 1,000,000 tons of shipping would pass through the canal in a year, and that a toll of four francs per ton could be levied. It would effect a saving of four days in the voyages."

Shipping.

STEAMERS.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE OF STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

THE Steamship

"KINTUCK,"
Sails from Seattle about the 10th of July;
"CHINGWO,"
Sails from Seattle about the 24th of July;
"HYSON,"
Sails from Seattle about the 10th of August;
"KAISOW,"
Sails from Seattle about the 24th of August; and will be followed by the Company's regular sailings.

For further particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK; To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & Co., Agents.

Hongkong, 29th June, 1901. [683c]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO VICTORIA (B.C.) AND SEATTLE, Calling also at TACOMA and carrying Cargo on through bills of Lading to New York and all other points of the United States in connection with the GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship

"KAISOW,"
Tons 3,920. Commander G. A. Rodway, is due here on 6th July, and will have quick despatch.
For Rates of Freight and further Particulars, apply to

JARDINE, MATHESON & Co., Agents.

Consular Invoices must accompany all Overland Shipments.

Hongkong, 27th June, 1901. [676c]

SAILING VESSELS.

FOR NEW YORK.

THE 3/5 A. I. American ship

"I. F. CHAPMAN"

shortly expected here from KORE, will load for the above Port and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBURG & Co.

Hongkong, 2nd July, 1901. [698c]

FOR NEW YORK.

THE 3/5 A. I. American ship

"MANUEL LLAGUNA,"

will load during September and October, sailing about 25th October.

For Freight, apply to

SHEWAN, TOMES & Co.

Hongkong, 8th July, 1901. [727c]

Notice of Firm.

NOTICE.

WE have this Day authorized Mr. WILHELM NAGEL to SIGN our FIRM per Procuration.

LEOPOLD SPATZ & Co.

Hongkong, 17th June, 1901. [637c]

Insurance.

"L'UNION"

FIRE INSURANCE COMPANY, LD.

(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.

Hongkong, 5th July, 1901. [712c]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1901. [710c]

To be Let.

TO LET.

Possession, August 1st.

THE GODOWN IN WEST POINT, (Kennedy town), known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Limited.

For particulars, apply to

LAUTS, WEGENER & Co.

Hongkong, 8th July, 1901. [725c]

TO LET.

POSSESSION APRIL 1ST.

1, STEWART TERRACE.

Apply to

J. W. NOBLE.

Hongkong, 6th March, 1901. [297c]

TO LET.

GODOWN—No. 5A, DUBDELL STREET.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 4th July, 1901. [709c]

TO LET.

A HOUSE IN RIFON TERRACE.

HOUSES AT LEIGHTON HILL.

"FAIRVIEW"—KOWLOON.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th June, 1901. [209c]

Intimations.

THE LATEST! THE BEST! THE CHEAPEST!

EMPIRE-ADLER TYPEWRITER,
MANUFACTURED BY THE WORLD RENOWNED ADLER BYCICLE
FACTORY AT FRANKFORT O/M.

SOLE AGENT FOR HONGKONG AND CHINA.
LEOPOLD SPATZ & Co., HONGKONG,
New Victoria Hotel Building.

The Public is requested to take due notice that a much inferior machine has been lately brought into this market under the name "EMPIRE." The Genuine Empire-Adler Typewriter is obtainable only at L. S. & Co.

Hongkong, 9th July, 1901. [733c]

W. H. POTTS & Co.,
3, QUEEN'S BUILDINGS.

WINE, SPIRIT AND CIGAR
MERCHANTS.
DIRECT IMPORTERS.

ALHAMBRA CIGAR,
"KIRIN" BEER,
HARVEY'S OLD VINTAGES.

[620c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for

SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE AND ULCERATION

of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY,

(Proprietors and Sole Manufacturers)

9, Old China Street,

Shanghai.

[21]

12th October, 1901.

UNTOUCHED BY HAND.

MELLIN'S
FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, FECKHAM, LONDON, ENGLAND.

THE

ROBINSON

PIANO CO., LIMITED.

BEST VALUE IN

PIANOS.

MONTHLY PAYMENT

SYSTEM.

TUNING. REPAIRS.

Our Speciality.

INSTRUMENTS.

STRINGS.

MUSIC.

Grand stock, reduced to clear.

Hongkong, 28th May, 1901. [571c]

DROZ & Co.,

WATCH MANUFACTURERS,

STEAM FACTORY ESTABLISHED 1864.

St. IMIER, SWITZERLAND.

SPECIALITIES:

LEVER WATCH & CHRONOMETERS.

TRADE MARKS:

MAXIM, BERN, &c.

REPAIRS OF WATCHES and CLOCKS

by competent European experts at

Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL.

Hongkong, 15th May, 1901. [526c]

A. LING & Co.,

FURNITURE STORE.

(Next Door to Messrs. WATKINS & Co.)

QUEEN'S ROAD CENTRAL.

Speciality:

FOOCHOW LACQUER WARE.

Hongkong, 18th June, 1901. [642c]

NOTICE.

THE BEST PREVENTIVE OF ALL

INFECTIOUS DISEASES.

J. EYES FLUID

AVOID ALL RISK OF OUTBREAK BY

ITS USE.

W. G. HUMPHREYS & Co.,

Bank Buildings.

Hongkong, 9th March, 1897. [57]

Intimations.

Intimations.

GOVERNMENT BILLS.

TENDERS for SPECIE, MEXICAN DOLLARS, Current in this Colony, and weighing 7.17, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M., TOMORROW, the 10th instant.

The Tenders to state the total amount required (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for Sums less than £100. The Tenders to be in Duplicate and in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "Tenders for Government Bills."

The right to accept or reject any or all of the Tenders is reserved.

P. S. DYSON,

Major,

Chief Paymaster, China.

Her Majesty's Treasury Office,

Queen's Road,

Hongkong, 9th July, 1901. [719c]

THE HONGKONG LAND INVESTMENT

AND AGENCY COMPANY,

LIMITED.

AN INTERIM DIVIDEND of SIX Dollars

per Share for the Six months ending 30th

June, 1901, being at the RATE of TWELVE

per Cent per annum, will be PAYABLE on the

27th instant, on which Date DIVIDEND

WARRANTS may be obtained on Application

at the Company's Office, No. 5, Queen's Road

Central.

The TRANSFER BOOKS of the Company

will be CLOSED from the 22nd to the 27th

instant, (both Days inclusive).

By Order of the Board of Directors,

A. SHELTON HOOPER,

Secretary.

Hongkong, 8th July, 1901. [726c]

THE WEST POINT BUILDING CO.,

LIMITED.

AN INTERIM DIVIDEND of ONE

Dollar and FIFTY Cents per Share for

Six Months ending 30th June, 1901, will be

PAYABLE on the 27th instant, on which Date

DIVIDEND WARRANTS may be obtained

on Application at the Company's Office.

The TRANSFER BOOKS of the Company

will be CLOSED from the 22nd to the 27th

instant, (both Days inclusive).

By Order of the Board of Directors,

A. SHELTON HOOPER,

Secretary to the Hongkong Land Investment and Agency

Co., Limited.

General Agents, The West Point Building Co., Limited.

Hongkong, 8th July, 1901. [728c]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-

LERS and WATCHMAKERS.

EASTMAN'S

KODAKS and FILMS.

Sole Agents for CLEMENT'S WHEELS.

Sole Agents for OMEGA'S WATCHES.

"OMEGA" is the BEST.

40, QUEEN'S ROAD.

Waterside Building.

211

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MER-

CHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION-

AGENTS.

PRAYA CENTRAL HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMAN'S KAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMAN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES, &c.

&c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1896. [738]

GRIMAUD'S SYRUP

OF

HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Con-

sumption, Obstructive Coughs or

Colds, and those affected with diseases

of the Chest, Lungs and Bronchial

Tubes, should take

GRIMAUD'S SYRUP OF HYPO-PHOSPHITE OF LIME

Prescribed by the leading medical autho-

rities in all countries for the last twenty-

five years with the greatest success. It

continues to retain its reputation where

all other medicines have failed.

Grimaud's Syrup immediately arrests

the Cough, Spitting of blood and Night-

sweats, and the Appetite improves rap-

idly—a fact soon demonstrated by an in-

crease of weight and bodily appearance.

Grimaud's Syrup has a rose colour,

and is sold in flat oval bottles, beware

of imitations.

GRIMAUD & Co., Paris, 34, rue de la

Chaussée d'Antin.

Consignees.

NOTICE TO CONSIGNEES.

